

602 KAR 20:110. Restricted use heliport.

RELATES TO: KRS 183.090

STATUTORY AUTHORITY: KRS 183.024

NECESSITY, FUNCTION, AND CONFORMITY: This administrative regulation sets forth the minimum airport safety standards for a classification as a restricted use heliport.

Section 1. Definitions. (1) "Approach surfaces" means those obstruction clearance planes, which are aligned with the path selected for flight and which extend upward and outward from the edge of the landing area. They increase in elevation at a given ratio of horizontal to vertical feet. These surfaces may be curved.

(2) "Helicopter" means a rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.

(3) "Heliport" means an airport used exclusively or intended to be used for the landing and takeoff of helicopters. It may either be at ground level or elevated on a structure.

(4) "Landing area" means that specific area on land, water or a structure on which the helicopter actually lands or takes off, including the touchdown area.

(5) "Landing area designation" means a certificate of approval of the safety and adequacy of an airport facility issued by the Transportation Cabinet in accordance with 602 KAR 20:020.

(6) "Touchdown area" means that part of the landing area where it is preferred that the helicopter alight.

(7) "Transitional surface" means those obstruction clearance planes, also called "side slopes," adjacent to the landing area and the heliport approach surfaces. They extend outward and upward from the edges of the landing area and the heliport approach surfaces at a given ratio of horizontal to vertical feet.

Section 2. (1) Any heliport classified as restricted use shall meet the minimum criteria set forth in this administrative regulation and those of 602 KAR 20:030.

(2) No person may land on or use a restricted use heliport without prior permission of the owner.

Section 3. (1) The person who owns or controls a restricted use heliport shall have control over a minimum land area equal to the dimensions of the landing area.

(2) The landing area length, width or diameter shall be equal to two (2) times the rotor diameter of the largest helicopter given permission to use the facility and shall be free of obstructions.

Section 4. At least one (1) unobstructed approach surface shall be provided to the heliport which is compatible with the largest helicopter given permission to use the facility.

Section 5. The Transportation Cabinet shall limit the use of a restricted use heliport by noting the restriction on the landing area designation. The restriction may be to use by a person or class of people or may limit the use of the heliport to a certain type of helicopter in the interest of air navigation safety in this state. (2 Ky.R. 134; eff. 10-8-75; Am. 16 Ky.R. 447; eff. 11-4-89.)